

# IN THE OIL FIELDS

Office: 6241 W. H. PECK Residence 2442

**OIL MARKET QUOTATIONS**

Pennsylvania	\$1.10	Illinois	\$1.10
Indiana	\$1.10	Ohio	\$1.10
Michigan	\$1.10	West Virginia	\$1.10
Alabama	\$1.10	Georgia	\$1.10
Florida	\$1.10	South Carolina	\$1.10
North Carolina	\$1.10	Virginia	\$1.10
Arkansas	\$1.10	Mississippi	\$1.10
Louisiana	\$1.10	Texas	\$1.10
Nebraska	\$1.10	Kansas	\$1.10
Oklahoma	\$1.10	Idaho	\$1.10
Montana	\$1.10	Wyoming	\$1.10
Utah	\$1.10	Arizona	\$1.10
California	\$1.10	Nevada	\$1.10
Colorado	\$1.10	New Mexico	\$1.10
Arizona	\$1.10	Nevada	\$1.10
California	\$1.10	Nevada	\$1.10

## California Gasoline Takes Big Jump

The Standard of California raised the tank wagon price of gasoline three and one-half cents yesterday, and the change was passed on to the retail consumer. The state corporation commission has backed away from the position it has heretofore taken, to-wit, that it had the power to set the price in that state at 24 cents a gallon. Everybody had one awful time getting gasoline, and especially tourists who furnish most of the coin to keep things going out there.

## Will the Railroads Grant the Rate?

Some of the papers, commenting on the fact that the interstate commerce commission has refused the request of the independent refiners for a flat rate, and has left it up to the railroads, are smug and well pleased with the new rate for various reasons.

The Oil and Gas News, published at Kansas City, evidently thinks that that town is going to be benefited, being nearer the market than Tulsa, and says that "some readjustments must be made."

The Oil and Gas Journal, in its last issue says that the interstate commerce commission has pointed out to the railroads the necessity of lower rates, and hence there is nothing in the decision of the interstate commerce commission to be about. It is known as a Standard, being owned by the Pat Hughes estate, that also owns the Oil City Derrick, and is not supposed to do other than boost for the Standard.

The Oil Weekly brings out the fact that the refiners who ship their crude in tank cars will have to pay an additional rate, under the new ruling, and it says that "the independent refiner is hard hit by freight raise, and that the rejection of the flat rate plan is to work a material hardship." If the refiners lose out in the mid-continent field, then what will the price of crude be?

Pat Malloy, in his argument before the interstate commerce commission made one of the most forceful speeches in his long career, and it is reproduced in full here. But the interstate commerce commission refused to be convinced, and WHY is what people are asking nowadays. Mr. Malloy's speech follows:

"Eighty-three per cent of the oil produced east of the Rockies comes from the four states, Kansas, Oklahoma, Texas and Louisiana. The

FOR SALE—Two 40 acre Creek county oil and gas leases described as follows: southwest quarter southwest quarter 26-19-9 and northeast quarter southwest quarter 36-19-9. Phone Osage 6504.—Advt.

An excellent proposition to parties who will finish financing 500-barrel refinery in Kansas. All material on ground and about 1-3 constructed. Address Box 713-D, care World.

FOR SALE—Special No. 25 Star drill, fully equipped; 30 horsepower boiler, good as new. Can be seen at Chelsea, Oklahoma. See Mr. Wyman, Hotel Chelsea.

"Exceptional Chance" Drilling contractors can arrange drilling contract at 27-13-14, at Bald Hill, on about 40 acres on which nine 1,200 foot wells were drilled. Present production about 15 barrels. Owner will give interest for 25 per cent, same depth where new oil land was found, at 2,300 feet within 2-4 miles. S. Max Rier, 423 South Cheyenne. Phone Osage 5040.—Advt.

FOR SALE—30-H. P. Super Diesel Engine; 25-H. P. Jones gas engine; No. 9 National under pump; 4x10-inch Gardner Duplex power pump. Any of the above machinery may be seen in operation by applying to Ciesage & Co., 401 Wright Bldg., Tulsa.—Advt.

Wanted—Attractive drilling proposition; also in market for productive and close in leases and royalties. Address P. O. Box 133.

WANTED—Position with oil company as superintendent of production, construction or gasoline; 14 years in field; can handle any line of work; married; 37 years old; best of references. Address Box 553, care World.—Advt.

FOR SALE—One car 10-inch, 40-lb. new steel South Chester casing, now on track in Tulsa. Can be diverted. Price, South Chester Tube company's list. R. B. Segner, 407 World Bldg., Tulsa, Okla.—Advt.

Mechanical drawing and patents developed. Phone Osage 1195, 1023 Mayo Bldg.—Advt.

WANTED—Drilling contracts; standard rig; tools from 15 1/2-inch hole down. P. O. Address Calvert & Lowther, Sand Springs, Okla.—Advt.

CASING, pipe, tubing. New used. All sizes here nearby. Osage 4445. Brown Sales Co., Atco Building Tulsa.—Advt.

FOR SALE—Number thirty Star with tools complete and two drilling contracts. Inquire Boyce & Miel, 603 Mayo Bldg.—Advt.

location of the chief source of our supply renders the transportation of petroleum and its products of tremendous consequence to the people of the industry, as well as to the public at large.

"Among all the industries appearing before you, the petroleum industry stands out by itself, unique and different.

"More than one-half our traffic—probably two-thirds—is handled by companies the great bulk of whose total transportation (that is, fully 80 to 90 per cent) is handled by some other agency than that of our railroads. One large interest—the Standard—hauls practically all their crude by pipe line to strategic distributing places, points adjacent to Chicago, St. Louis, Kansas City, New Orleans, Philadelphia, Buffalo, New York, Philadelphia, etc.; there these people refine the oil and ship out on short hauls by rail. Others ship their crude by pipe line to ocean ports, there refine the same, haul the refined by boat to other ocean ports, and distribute by short rail hauls.

"A sturdy, courageous, successful group of refiners, independent refiners, grew up during the past 19 years in the mid-continent field, men who use the railroads for the bulk of their hauls. This group of men has revolutionized the petroleum industry. Ten or 15 years ago the amount of oil handled by independent refiners was not over 10 or 15 per cent. Today that amounts to over one-third in the country as a whole, and probably one-half of that in the mid-continent field. Accompanying this remarkable growth there has developed several hundred independent oil jobbing companies operating all over the United States. Approximately 400 of these independent refiners and jobbers are filling this brief with you today.

"Petroleum is an exceptionally attractive commodity for the railroads to handle. We furnish the cars at less than cost; we furnish the terminal facilities; we load and unload; and we furnish a car load to the customer, also a revenue to the carriers, greatly exceeding the average from other traffic as a whole. The value of our commodity is below that of the weighted average of carload traffic. Our losses and damages are nominal. Under the present general level of rates this petroleum traffic is already contributing more than its just proportion to the revenues of the railroads. There is no more desirable or profitable traffic handled by American railroads than the transportation of petroleum and petroleum products.

"If the advance in this case is put on a flat amount in the cents per hundred points, the independent can go ahead on the same basis, precisely the same relationship that he has had in the past. He will continue to grow and prosper. Competition will get stronger and stronger in this industry.

"But what would happen if this advance today is put in on a percentage basis? At Indianapolis the independent would have to absorb \$29.04 on every car he shipped to that city in order to continue in business and meet the price of his competitor. That is typical of the great bulk of the country east of the Missouri river. At Chicago the independent would have to absorb \$26.86 per car; at Des Moines \$19.55; at Louisville \$23.76. There are only a few, rare exceptions, like the Twin Cities, where the advantage today is in our way. The farther you go to the east from the mid-continent field the more marked this disparity becomes.

"When General Order 25 was under consideration the Standard officially after stated discussion, finally yielded to the earnest petition of the independents and offered no objection to the flat increase. This was a demonstration of a broad-minded appreciation of the situation rarely found among business men. They yielded on the sole grounds that the resulting rate relationships would remain as they had been in the past.

"Today we again find the Standard offering no objection in the present proceeding. The opposition to our suggestion today comes from a small group of seven companies who would gladly see our industry ruined, even though the resulting help to them would be small and insignificant in amount. The largest one in the group—the Gulf—frankly stated the other day that they would be about 50-50, of no particular moment one way or the other. (Tr. 3374.)

"We do not ask for any favoritism. We do not ask for unreasonable low rates. Our competitors have large advantages in transportation charges which we have to absorb today in order to compete with them. In this proceeding we are not asking for these advantages to be reduced. We are content for the present to preserve the relative situation as it is. We simply ask you to make the increased rail charges just as low as you reasonably can, and yet be just.

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to the railroads; second please preserve, if you possibly can, the present existing rate relationships between ourselves and our competitors.

"In this case now pending, the railroads have agreed to preserve the existing rate relationships between grain markets. If there is any commodity in the entire United States which deserves this consideration, certainly petroleum is such a commodity. The interests of the public and of the railroads, as well as of the great bulk of the shippers dependent on rail transportation, demand this action. We most earnestly petition the commission to grant this application."

The Big Guffey Gillespie Well

Oil men who have visited the Guffey Gillespie well south of Moline, Kansas in 28-32-10, Wiggins farm, are enthusiastic on account of the performance of the well and say that it is flowing steadily and is making a bright green oil of 33 foot gravity. It has a distinct odor of sulphur, which, however, is no drawback these days, and the pipe line takes the oil without question.

This well was drilled into the second break in the line, because it was dry in the first break where the wells east of it got the oil, and are making 10 barrels each or thereabouts. Interest now centers in the No. 1 Giffson, owned by the same people, located in the northeast corner of the northwest of the southwest of 28-32-10.

The well was being drilled deeper yesterday, but phones are down west of Independence, and a report was not available.

Link Oil Company Gets Well

The Link Oil company brought in a 1,000 barrel producer in the 2,100 foot pay, in its test in the Elmore district, Stephens county, Texas.

Producers & Refiners

Discovery Well

An important discovery has been made in Wyoming by the Producers & Refiners corporation, where their uncompleted well in Carbon county, is flowing hourly by heads from a depth of 2,200 feet, and making better than 200 barrels of oil daily. It is located in 7-26-79, and lies on an old wild cat structure, and is known as the Wertz well.

The feature of the new discovery well, lies in its depth, the top of the pay being found in a broken formation after the drill had penetrated about 200 feet of shale. The oil tested 40 degrees, and is supposed to be coming from the muddy sand which is the producing sand in the Lost Soldier area. The field is now being erected and rigs and tools are being moved in for other wells on the 1,440 acre block, owned by the Producers & Refiners corporation, on which this new well is located.

The Producers & Refiners corporation are also lucky in its drilling operations at Texas, having just completed No. 6 Pink Hawkins in 11-14-11, being good for 1,000 barrels.

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## National Exploration Company Bring in Big Gas Well South of Kellyville

National Exploration company's No. 1 Phoebe Robbins in west 1/4 of northwest of 10-15-10 is a big gasser in the Dutchman sand. The well is only two feet in the sand and promises to make a big well. This lease was recently purchased from the Texas company.

## Late News From Ardmore

J. E. Bailey of Murrayville, Mo., who is the representative of the Missouri stockholders in the Yellow Hills Oil company, is in Ardmore. Mr. Bailey and his assistants ten days ago shipped a heavy rig from Wichita Falls, Texas, to Ardmore to be used in deepening the well at Yellow Hills in 7-34-40, which is situated between Ardmore and Madill. The well has reached a depth of 2,000 feet, and has drilled into hard rock. The machinery on the location is too light for the heavy drilling which will be required to drill deeper.

The drilling machinery en route is overdue and every effort is being made to trace it. As soon as it arrives work on the well will be resumed.

Carter County Drilling company, a subsidiary of the Consumers Light and Power company, is drilling a gas well on the Patsy Oil company property in 4-38-29. This location is in a shallow gas area. George W. Chaffee has charge of the drilling operations. The Gainesville people have recently advised the Lone Star Gas company that they will approve an advance in the price of natural gas from 45 to 47 1/2 cents a thousand cubic feet.

The well was being drilled deeper yesterday, but phones are down west of Independence, and a report was not available.

## Leasing Active at Cherryvale

Special to The World. CHERRYVALE, Kan., Aug. 9.—With the view of leasing three thousand acres of leases scattered in the Cherryvale oil field, Capt. R. L. Rucker of Council Grove, Kan., has been taking up acreage. He expects to have ten rigs going in this field by October. Capt. Rucker, formerly was of the staff of Maj.

## Forest R. Rees

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## The Pierce Well

The Pierce Oil corporation has a 50 to 75 barrel well, in the southeast of the east half of the northwest of 15-20-5.

## At Allen

The Home Oil company, which is the representative of the Missouri stockholders in the Yellow Hills Oil company, is in Ardmore. Mr. Bailey and his assistants ten days ago shipped a heavy rig from Wichita Falls, Texas, to Ardmore to be used in deepening the well at Yellow Hills in 7-34-40, which is situated between Ardmore and Madill. The well has reached a depth of 2,000 feet, and has drilled into hard rock. The machinery on the location is too light for the heavy drilling which will be required to drill deeper.

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## With the Oil Men

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## SITUATION WANTED

With Independent Oil Operator

The writer is qualified by experience, personality and education to successfully handle a position of trust with a responsible oil operator. An interview may be arranged by

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